## AFFAIRS OF THE RAILWAYS.

A Healthy Volume of Freight Traffic.

The train records of the week ending May 4 show something of a decrease, but it should be borne in mind that Tuesday was a holiday, and observed by the roads of this State to an extent which is unusual. As for some time past, through traffic eastbound has been down to a minimum, while west-bound and local business have been in excess of their usual volume. Eastward there has been a slight improvement in export traffic, but so slight that it attracts but little attention, and the last half of the week there were larger shipments of grain into seaboard and New England points; still, the volume of east-bound business is far below what had been looked for when the immense quantities of grain yet to be shipped to the market are considered. This week will doubtless show a somewhat heavier movement. West-bound the volume of traffic has never been excelled at this season of the year, and at present there is no indication of a decrease. A large per cent. of the west-bound business is mer-chandise. Indianapolis lines are taking west large shipments of lounges, furni-ture, etc., a large per cent. of which goes to Pacific coast points. North-and-south roads are doing very well; shipments of grain and provisions South are heavier than in May last year, and as the weather gets warmer shipments of ice are increasing. There is a good deal of machinery of various discriptions going South. Northward, fruits and vegetables form important features of the freight handled. Local business is at high tide. Shipments of raw material into Indianapolis manufactories are immense and the manufactured stuff therefrom cuts a big figure in the outbound shipments. It is stated that more wheels, staves and heading, lounges and carts are shipped weekly from Indianapolis than from any other point in the Union. Immense quantities of building material are being shipped in here from surrounding stone-quarries, brick-yards and saw-mills. The steadiness in rates is another feature which is favorable to the roads and, as well, pleases the shippers. Taking a survey of the situation it is no exaggeration to say that there is a healthy volume of freight traffic and that the roads are being operated economically, and business is handled with commendable promptness. Below is given the number of cars received and forwarded at Indianapolis in the week end-ing May 4 as compared with the correspond-ing weeks of 1888 and 1887:

| Name of Road.   | cars,<br>1889.                          | cars,<br>1388.   | Cars,<br>1887.   |
|---|---|--|--|
| L., N. A. & C. Air-line I., D. & W. I. & V. C., H. & I. L. E. & W. (Ind'p'l's div.) O., L. & W. { Eastern Peoria. C., I., St. L. & C. { Lafay'te Cincin J., M. & L. | 440<br>487<br>563                       | 255<br>316<br>427<br>884<br>406<br>812<br>984<br>1,770<br>2,119<br>744 | 196<br>253<br>385<br>462<br>448<br>582<br>633<br>1,553<br>1,865<br>789 |
| C., St. L. & P. {Col'mbus.<br>Chicago<br>Vandalia<br>I. & St. L<br>Bee-line   | 1,392<br>330<br>1,849<br>1,657<br>1,725 | 1,273<br>253   | 1,678<br>279<br>2,224<br>1,347<br>1,546                                |
| Total<br>Empty cars   | 14,226<br>4,206                         | 15,408<br>4,710  | 15,042<br>4,862  |
| Total movement  | 18,432                                  | 20,118   | 19,904   |

Traffic Notes.

There were transferred over the Belt road last week 10,481 cars, against 11,133 in the corresponding week in 1888; decrease this

Belt-road engines last-week bandled 655 car-loads of live stock, against 663 car-loads in the corresponding week in 1888. Decrease this year, 8 cars.

West-bound traffic still leads east-bound. The Bee-line last week brought in 903 load-ed cars, and forwarded 822; the C., St. L. & of through business.

In the month of April there were received and forwarded at Indianapolis a total of 84,279 cars, of which number 65,812 were which number 64,065 were loaded cars. From this statement it will be seen that last month there were handled at Indianapolis 774 more loaded cars than in April, 1888, although there was one day less, April 80 this year being observed as a holiday, and to an extent never before known in railroad circles.

Want the Commission Question Explained. Special to the Indianapolis Journal. WASHINGTON, May 5.-All the Western

railways have been summoned to appear before the Interstate-commerce Commission on Tuesday, and explain the mysteries of commissions paid on the sale of tickets.

Among the first to arrive in Washington is
Gen. John McNulta, general manager and
receiver of the Wabash system, who registered, to-night, at the Ebbitt. Every
Western railroad will be represented at the

Personal, Local and State Notes. Thus far this year the Bee-line has shown an increase in gross earnings over 1888 of

Under the train schedules which take effect May 12, train No. 4, on the C., I. St. L. & C. will stop here long enough for the passengers to take dinner. Six miles of new steel rails were dis-tributed on the L. & St. L. division of the Bee-line last week, and will be in the track

before the present week closes. The Vandalia and the C., I., St. L. & C. have under consideration the putting on of a through coach between Indianapolis and South Bend, with the taking effect of the spring time-table.

Under the new time schedule which takes effect next Sunday the Bee-line will have no 11:15 A. M. train out of here, but will haul their Dayton car and main-line train on the 11:55 A. M. train, which hauls the Cincinnati, Wabash & Michigan train.

The fastest locomotive employed in carrying the Scotch mail, where the highest rate of speed in England is attained, has three cylinders, a new departure in locomotive building, and a seven-foot driving wheel. It has been made specially for high speed with heavy trains.

Gaylord Beach, general manager of the Bee-line, spent Saturday in the city, the object of his visit being to see where there could be a further curtailment of expenses. The management of the Bee-line have set out to operate the road this year on 64 per cent. of its gross earnings.

M. E. Ingalls, president of the C., I., St. L. & C., and the Chesapeke & Ohio roads, has shown that he is in favor of maintaining rates by placing the former road again in the Central Traffic Association, and the C. & O. in the Trunk-line Association, accepting certain agreed differentials. As soon as the improvement is made by

which the tracks can be laid over Pogue's run, between Delaware and Pennsylvania streets, a change is to be made in the "Y." by which the Jeffersonville, Madison & Indianapolis trains will get into the Union depot, which will greatly facilitate mat-

The Indianapolis & St. Louis road is making a big record on high speeded freight trains. It is a daily occurence for this road to land goods and live stock in Indianapolis within fourteen hours of time of shipment. The passenger trains, which make the run in seven hours, are called

The Chicago & Eastern Illinois has declared another one-and-a-half-per-cent. dividend, payable June 1, and it is claimed that it is paid out of the earnings, which is certainly creditable, as the loss of the road on its coal traffic from the Clay county mines, owing to the mildness of the winter, cut deeply into the road's earnings.

Representatives of several Indiana roads left last night for Washington, D. C., to give testimony in the hearing of the Interstate-commerce Commission on the question of the payment of commissions on the sale of tickets. The hearing begins Tuesday, and as to what will be the result of the hearing, there is a diversity of opinion.

The volume of freight traffic over the Lake Shore road in its last fiscal year was smaller than in 1887, but, with the excep-tion of 1882, the number of passengers car-ried was the largest in the history of the company, and the rate per passenger per mile higher than for any year since the three-cent-a-mile rate was established, which was in 1877.

would be better to let this matter alone until after the interstate commission renders its decision on the legality of paying com-missions and the legality of the ticket-brok-ers' business. While not one of the Indian-apolis lines will admit that it is doing business with the brokers, the latter seem to have a good supply of the tickets of five of

Railroad men say that not in twenty years has there been so quiet a Sunday on the Union tracks, the Belt road and in the city yards as yesterday. Not a switching engine was seen on the Union tracks between 6 A. M. and 6 P. M., except those needed in doing the switching of coaches on the through fast trains at the Union Station, and neither the Bee-line, the Vandalia nor the C., St. L. & P. sent out a freight train between the hours named.

A majority of the wholesale men on South Meridian street, it is stated, have expressed themselves as being in favor of closing the freight depots on Saturday at noon for the next four months, at least. But few goods are shipped on Saturday afternoon, and the men at the freight depots and clerks at the wholesale houses would appreciate this half holiday. Something definite about the matter will likely be done at the next meet-

ing of the superintendent's association. The Vandalia daily loads a car for crossing points on their road. There are thirteen such points, and to each a car is sent, if there is but five hundred pounds of freight; but usually there is a car-load, so much has this method of doing business become appreciated by merchants and manufacturers. On reaching these crossing points, the car is sent north or south without breaking bulk, which insures about as prompt de-livery of goods as if forwarded by express. It works admirably in another way, as, for instance, a freight agent has a car which he can load for Indianapolis, when he may have no car for some other business center, and the goods are placed on the market without any delay. It is about a year since this plan was adopted, and the shipments have increased 200 per cent.; and, as the shippers become better posted about the method, the more do they patronize the read. Most of the Indianapolis lines are very prompt in the delivery of goods on their own routes, but when shipped to points off their lines freights are often delayed for lack of some scheme like that which the Vandalia is working.

A railroad official who has just returned from New York states that on neither of the trunk lines have the improvements in the physical condition and in the methods of operating a road been more marked than on the Erie since the Western men took hold of its management. He said that on entering the general offices, at every desk is seen some old time Western man. He says that last week the Erie road did itself credit in carrying a vast throng of people to and from the centennial gathering. For three days all freight trains were stopped and every competent freight man pressed into the passenger service. At every station all switches were spiked so that the trains could be moved at high speed when not necessary to stop at the smaller stations. For one hundred miles out six men were placed on every five miles to patrol the track and see that it was in perfect condition to carry the immense trains of condition to carry the immense trains of people. Their boats run every seven minutes between Jersey City and New York, and were crowded to their utmost capacity. All these thousands of people were handled without a person getting even a scratch. He states that the officers of the road, from the highest to the lowest, were interested in seeing that there was no confusion or trouble of any character.

THE DEMAND FOR FINE TEAMS.

What Local Purchasers Have Paid for Attractive Pairs for Driving Purposes.

In the local market from 1883 to 1887 it was almost impossible to sell at high price a perfectly matched pair of horses. Everybody wanted a black with a white horse or a bay with a gray, and the greater the contrast P. brought in 797, and forwarded but 535 loaded cars; the Vandalia forwarded west 961, and brought in 888 loaded cars, and the other roads show about the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the west and east-bound movement the same proportion in the same propor The demand has increased largely since President Harrison gave a preference to Indiana horses. Since that time a fine pair loaded cars, against a total for the corre-sponding month in 1888 of 84,136 cars, of Manager Green, of the C., I., St. L. & C., for \$1,000, a fine pair of cream-colored horses for the same sum to C. Remy, to go to Chi-cago, and several other pairs for sums vary-ing from \$500 to \$700. In each case the team was a perfect match in height, color

One does not need to go away from home, however, to find some well-matched teams in daily use. Colonel Downing has just brought to the city a fine pair of bays which he values at \$2,400. Horace Wood has a spotted team for which he wants about that sum, and teams for which the owners paid \$1,000 are quite numerous. E. F. Claypool, Colonel Millard, L. S. Ayres, Captain Thomas Madden, have fine bay teams, sixteen hands high, which cost them \$1,000 each. Superintendent Shaffer, of the Street Railway Company, has a pair of sorrels, with flax manes and tails, and Col. Wiles a pair of the same description, for which each paid \$1,000. Henry Schwinge and Frank Churchman have brown horses, for which they paid \$1,000 for each team. They which they paid \$1,000 for each team. Theo. P. Haughey has a fine pair of blacks which are valued at \$1,000, W. H. Coleman a pair black mares, for which he refused \$1,000, and John Carey a pair of sorrels which cost him \$1,000. Dropping down to \$800-teams. A. Keifer, Dr. C. E. Wright and Frank Landers drive that grade. Pairs costing from \$500 to \$700 are driven by Fred Herron, A. B. Gates, N. S. Byram, Dr. Allen, Mrs. Jason Carey, C. W. Fairbanks, A. C. Harris, George W. Stout, Charles Meyer, Major Taylor, Louis Hollweg, U. J Hammond, Dr. Runnels, G. R. Root, E. C Atkins, J. H. Fahnley, ex-Senator Mc-Donald, H. Shover and H. P. Wasson. In nearly every case these teams match perfectly. A half dozen experienced horsemen are going through the State looking after good horses and paying big prices when two are found which match well. An old dealer said, yesterday: "I have never known the time when good horses were in so great demand, and when Indiana was so well supplied with superior animals. In the last eight years there has been a remarkable improvement in the horses bred here. Seldom a day passes that there is not some person from abroad in search of fine teams for carriages, and almost daily I receive letters of inquiry as to where such horses can be found." Horses sixteen hands high, well built, and bay, brown or sorrel are the favorites. Occasionally a purchaser wants a pure white or odd-colored span of horses, to draw an advertising wagon. Horses suited for this purpose are taken, regardless of the price. One Cleveland house has just paid in this State \$2,500 for a pair of spotted horses which matched perfectly.

The Court Record. SUPERIOR COURT.

Room 1-Hon, Napoleon B. Taylor, Judge. Frederick Prange vs. John F. Hucke: on account. Finding and judgment for plaintiff for \$411.15.

Room 3-Hon. Lewis C. Walker, Judge. The C.. H. & I. Railroad Company vs. the I. & U. Railway Company; injunction. Dismissed.

George Hammond vs. J. C. Gibney et al. on account. Dismissed. David F. Thomas vs. J. C. Gibney et al.; on account. Dismissed. Richard Moore vs. J. C. Gibney et al.; on account. Dismissed.

New Sui's Filed. John Emerson vs. Frances Emerson; divorce. Allegation, abandonment and in Laura E. Allison vs. Houston Allison; di-

vorce. Allegation, cruelty and drunken-Edward L. Mick vs. George W. Benting: on note. Demand. \$500. State ex rel. William S. Morris vs. Samuel McCray et al.; suit on contractor's bond. State ex rel. Morgan C. Frazier vs. Sam-

nel McCray et al.; suit on contractor's bond. William J. Buck vs. Connecticut General Life Insurance Company, of Hartford; com-plaint on policy. Demand, \$15,000.

CIRCUIT COURT. Hon. Livingston Howland, Judge. State ex rel. John W. Riley vs. Governor Alvin P. Hovey: complaint for mandate. Argument heard and decision rendered for plaintiff.

The Sun Enlarged.

The Sun appeared Saturday with an additional column and other evidences of prosperity. It has been in existence a year, and . NEW PUBLICATIONS.

Turchin's Cifickamauga. "Chickamauga," by General John B. Turchin, is a valuable contribution to the historical literature of the late civil war, being a complete history of the military movements preceding and leading up to the battle of Chickamauga, together with the battle itself. Being a thoroughly educated military man, and himself a participant in the battle and the movements preceding it, General Turchin was peculiarly qualified to become its historian. He has performed the work in a masterly manner. General H. V. Boynton, also a participant in the battle, says of the work:

It is the result of several years of close investigation by General Turchin, who made various visits to the field during the progress of his work, gave its topography and lines a close inspection, and caused many accurate surveys to be made on the ground to clear up disputed points of the battle. It is a royal octavo volume of two hundred and forty pages; beside a most valuable index of fifty-four pages, which is itself exhaustive and in itself presents a history both of the campaign and the battle to those who are familiar with the general features of each. The volume is well supplied with maps, and, while some of these have slight inaccuracies, arising from following the earlier official maps made by the government, the errors are those of detail and are generally unimportant. The appendix contains a complete roster of the Army of the Cumberland, and of the confederate army, giving the berland, and of the confederate army, giving the individual regiments and batteries, and the com-manders of each, and the successive commanders during the battle, where casualties caused a change, and a detailed list of casualties for the Army of the Cumberland, and consolidated tables of the strength and losses of the confed-

erate Army of the Tennessee.

General Turchin last fall took advantage of the visit of the officers to the field for the purpose of determining the positions of the lines of the two armies to test his own maps and notes by the conclusions reached by the party as a whole, and he has added some pages to his volume, which was practically completed before the visit, in which the minor errors which his maps contained have been corrected. This brings the volume up to the latest and best conclusions in regard to the details of the noted battle. the details of the noted battle. It will thus be seen that, as a book of reference

alone, the volume has great value. But it is something far beyond a mere book of reference. Lieutenant-governor Ira J. Chase, who served under General Turchin, furnishes the following sketch of him:

He was born June 30, 1822, in Russia. After his college graduation he entered the cadet-school at St. Petersburg, graduating in the horse-artillery service. As lieutenant, entered the military academy for general staff, graduated with high bonors, and was admitted to staff service of the Imperial Guards as sub-captain service of the Imperial Guards as sub-captain and by regular promotion became colonel. He fought with the Imperial Guards in the Hungarian war of 1848-'49, and Crimean war of 1854-'56. Soon after the close of the Crimean war he came to Chicago, Ill. At the breaking out of the rebellion he was chief en gineer of the Illinois Central railroad. He was tendered the command of the Nineteenth Illinois Volunteer Infantry, which he accepted, and it has never been disputed that it was the best drilled regiment in the Army of the Cumberland. A kinder or a braver commander never led men to battle and to victory. In 1862 he was led men to battle and to victory. In 1862 he was sent by Gen. O. M. Mitchell to capture Huntsville, Ala., which he did with neatness and dispatch, greatly to the surprise of the rebels. In reading this book you would hardly know that General Turchin was in the battle concerning which he writes, but "the boys" who followed him in the last charge at Chickamouga knew he was therewhen they scaled Missionary Ridge at the extreme left of the storming line of the Army of the Cumberland where nine guns were captured the Cumberland where nine guns were captured and the enemy driven back before help came, they knew he was there too, for they heard his vigorous language when giving orders—and if any of them shall read these lines they will remember him as he rode along the lines, often in front. He never hesitated to lead in dangerous places. He was, he is, a hero, and all who know him wish him peace and hampiness.

he is, a hero, and all who know him wish him peace and happiness.

He never allowed his boys to go hungry in an enemy's country if there was anything to be had. His sharp criticism of Buell, on pages 10 and 11. are clean cut, but deserved as many of us personally know. His praises of "Old Rosy" and his well-tuned criticisms upon Halleck's imbecility as a commanding general, far more so than were those of Grant, will be well received by the survivors of the Army of the Cumberland.

The book is published by the Fergus Printing Company, of Chicago.

Other New Books. "Bohemian Days" is the rather vague title of a book of travel by Mrs. Clara Moyse Tadlock. The author is the wife of a San Francisco physician, and her book is a narrative of a trip around the world. Without aiming at great efforts, she has produced an interesting book, the charm being not so much in the topics as in the original way of treating them, and the naturalness and freshness of the style. It reads much like the chatty, epistolary style of a bright woman, and makes one imagine that the author must be a person worth knowing. If she is not a very interesting woman her style belies her. The book is readable from the first page to the last, and is handsomely the first page to the last, and is handsomely illustrated. Cloth, \$1.50. New York: John

B. Alden. "A History of French Literature," by Prof. C. W. Hutson, of the University of Mississippi, presents a clear, consecutive and well-arranged history of French literature in its various branches from its be-ginnings to the present time. The interest of the work is enhanced by the personality with which the author invests the indi-vidual writers, and by the well-chosen quotations (translated) with which he sustains his own opinions. It is well adapted to interest those who are well informed in French literature, as well as those who are making its first acquaintance, being an excellent introduction to a more critical study of it. Cloth, \$1.10. New York: John

Numbers ninety-two, ninety-three and ninety-four, in Rand, McNally & Co.'s (Chicago) Globe Library series, are "The Ladies' Gallery." by Justin McCarthy and Mrs. Campbell-Praed; "The Englishman of the Rue Cain, by H. T. Wood, and "Is Marriage a Failure?" by Harry Quilter. The first two are novels, and the last a compilation of articles on both sides of the question.

"Primer of Scientific Knowledge," by Paul Bert, is a primary treaties on some branches of natural history including the structure of man and animals. The subjects are handled in such a way as to bring them within the comprehension of children, and the book is interesting as well as instructive. Philadelphia: J. B. Lippincott & Co.

"Nerve Waste," by Dr. H. C. Sawyer, contains much practical information concerning nervous impairment in modern life its causes, phases and remedies, with advice on the hygiene of the nervous constitution. The book has equal interest for the professional and other readers. San Fran-

cisco: The Bancroft Company. J. S. Ogilvie (New York) has issued "Ivan, the Serf," by Sylvanus Cobb, jr.; "Izma; or Sunshine and Shadow," by M. Ozella Shields, and "That Dutchman," a collection of humorous sketches in German dialect. Paper covers.

"The Ladies' Gallery," a novel, by Justin McCarthy and Mrs. Campbell-Praed. joint authors of "The Right Honourable," is published in the Town and Country Library, by D. Appleton & Co., New York.

"Almeda," a novel by Dr. N. T. Oliver, deals largely with the sensational, the scene of the story being laid partly among a mysterious people called Buellos Madros. Chicago: Rand, McNally & Co.

"Fools of Nature," a novel, by Alice Brown, is a well-written story with a good moral, and a substratum of earnest thought. It is published in Ticknor & Co.'s paper series of Choice Reading.

"The Country Cousin," a novel, by Frances Mary Peard, is a strong, wellwritten and interesting story. It is issued in the Franklin Square Library, of Harper

"Time's Scythe," a novel, by Jane Valen-

tine, is published in the "Sunshine Series of Choice Fiction," by Cassell & Co., New York. Paper, 50 cents. "The Phantom Future," a novel by Henry

3. Merriman, is issued as No. 644 in Harper & Brother's Franklin Square Library "Mademoiselle Solange." a novel from the

French of Francois Joliet, is published in Rand, McRally & Co.'s Globe Library.

"Rented a Husband," a novel, by Voisin, is a sensational and unhealthy story of stage life. New York: Cassell & Co.

The Man Who Can't Ride. St. Louis Republican.

parade. He is omnipresent during parades, and always he is an unmitigated nuisance.
Between his pride in his big sash and his fear of his horse, which curvets when the band plays, he is a terror to the crowds on the streets. If there were any possible way of suppressing him, he would have been suppressed long ago by an outraged public.

A Land of Modified Free Speech.

In theory the Republic is the "land of free speech," the "home of oppressed millions," the "headquarters of liberty," and all the rest of it. In practice the man who menaces the government of the land, and shows a disloyal spirit, aiming at the overthrow of authority, may think himself lucky if he escapes being hauled before Judge Lynch and summarily convicted. It is a rough-and-ready way of dealing with the blatherskites and traitors who want to stop and argue whether or not a man is justified in attacking the national integrity and insulting the national emblems.

Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., May 4, 1889, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, 84 East Market street. Catharine J. Wallace to Melvina Ald-

Catharine J. Wallace to Melvina Aldrich, lot 10. Geyer's subdivision, Butterfield's subdvision, block 28, Johnson's heirs' addition.

Theresa C. Vinton et al. to William S. Stevens, lots 30 and 31, in Ruddell's Vinton Place

Thomas Huggins to Robert C. Huggins, part of the east half of the east half of the east half of the southeast quarter of section 20. township 15, range 4......

Peter M. Rasmussen and wife to Henry A. Karrer, lot 34, square 14, S. A. Fletcher's northeast addition.

George W. Bruce and wife to Michael Golen, lot 15, square 6, southeast addition. \$1,020.00 750.00

Golen, lot 15, square 6, southeast addition.

Nancy J. Bradbury and husband to Indiana Savings and Investment Company, lot 58, Fletcher's Woodlawn addition.

Joseph H. Clark et al. to August Stuckemeyer, lot 137, Jameson's first Belmont addition to West Indianapolis. 1,800.00 400.00 dianapolis..... Daniel Bradbury, trustee, to Katha-rine Derletn, lot 5, square 9, Beaty's Richard Leggo and wife to Maurice 125.00

Quill, part of lots 229 and 230, Spann & Co's. first Woodlawn addition..... Washington C. Bruce and wife to Davies M. Greene, part of lot 3,

Conveyances, 10; consideraton.... \$6,586.00

Monday, May 6th, 1889. Secret. — There's no An honest medicine, secret. doing all that is claimed for it, will win its way to popular favor. Paine's Celery Compound has

won such favor. Made from the most carefully selected celery, hops, buchu, sarsaparilla, dandelion, pipsissewa, and other medicinal herbs, it cannot harm a child.

The formula from which it is prepared was originated by the late Dr. Phelps, of Dartmouth Medical College, a physician of the widest experience. It is a scientific medicine.

We claim nothing for it that it will not do. Every user becomes a friend, and recommends it to his neighbors.

It is just the medicine you and everybody else need for spring. It will purify your blood, give a clear complexion; it will strengthen your nerves, impart life and vigor; it will regulate the kidneys and bowels, cleanse the system of all impurities. It is the medicine of to-day, meeting the want of everybody during the spring months.



valids as well as for persons in health. Sold by Grecers everywhere.

W. BAKER & CO., Dorchester, Mass.

DIED. BLANK-At the family residence, seven miles west of the city, on the Rockville road, at 7:30 p.m., May 6, John George Blank, aged 89. The funeral ceremonies will be held at his late residence, on Monday at 10 a.m. The procession will arrive at Washington and West streets at 12:30 p.m., and thence proceed to Crown Hill.

SOCIETY MEETINGS. MASONIC-ANCIENT LANDMARKS LODGE-No. 319, F. & A. M. Stated meeting this (Mon-day) evening, at 7:30 o'clock, in Masonic Temple. WM. S. RICH, W. M. W. R. MINER, Secretary.

ANNOUNCEMENTS. CLOUR WARRANTED TO PLEASE, \$4.65. 25 lb. sack, 60c; quarter bbl., \$1.20. G. A. VAN PELT, 121 N. Delaware st. THE ANNUAL STOCKHOLDERS' MEETING I of the Citizens' Street-Railroad Company of In-dianapolis, will be held at their office, in the Fehr Block, Jackson Place, Indianapolis, Ind., May 13, 1889. A. A. ANDERSON, Secretary.

FLOUR, Breakfast Cereals, etc. Eleventh year.
Popular brands of flour; any mill desired.
Graham flours, frequent arrivals, four grades. Graham flours, frequent arrivals, four grades.
Gluten flour, entire wheat flour, etc.
Corn Meal—White, yellow, granulated, pearl, common. Grain Foods—Granulated, cracked, rolled, flake, etc., from cereal mills everywhere. Samples free. Please price at this store the brand of flour that you are now using. G. A. VAN PELT, 121 N. Delaware street. Telephone 396.

Cash Prices.
70c for 1 bbl. Roller Process flour; guaranteed.
70c for 100 lbs. bran,
37c for 1 bushel choice corn.
25c for 1 bale bright straw.
75c for 100 lbs. feed meal. 25c for 25 lbs. fresh pearl meal. 75c for 100 lbs. clover hay (loose baled.) A. J. MEYER, 108 Mass. ave.-Telephone 799.

FOR RENT. DOR RENT-ROOMS WITH STEAM POWER Apply at Bryce's bakery. FINANCIAL.

SAYLES, 75 East Market street. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. FINANCIAL-ROBERT MARTINDALE & CO., FINANCIAL-MONEY ON MORTGAGE, FARMS C. E. COFFIN & CO. and city property. SIX PERCENT. ON CITY PROPERTY IN IN-MONEY TO LOAN ON FARMS AT THE LOW. M est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market st., Indianapolis.

OANS-MONEY ON MORTGAGES. C. F.

FOR SALE-REAL ESTATE. WAJEN HAS ANYTHING IN THE SHAPE OF fore you buy. 79 East Market street.

WANTED-AGENTS.

A GENTS wanted on salary. \$75 per month andex-penses paid any active man or woman to sell our goods by sample and live at home. Salary paid promptly and expenses in advance. Full particulars and sample case FREE. We mean just what we say. Address STANDARD SILVERWARE CO., Boston, Mass.

FOR SALE-MISCELLANEOUS. The movement to close some of the outits managers propose during the coming its managers propose during the coming the coming the offices has been revived again. It twelve months to further improve the paper.

BUSINESS DIRECTORY.

ATKINS E. C. & CO., manufacturers and CUT, BAND and all other Belting, Emery Wheels and Mill Supplies.

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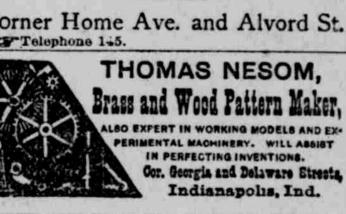
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